The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES

VALLEY DIVISION.

EMPLOYES' TIME TABLE No. 37

IN EFFECT

SUNDAY, AUGUST 15, 1915,

AT 12:01 O'CLOCK A M.

PACIFIC STANDARD TIME

Superseding Time Table No. 36, Dated February 7, 1915, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS,
GENERAL MANAGER,
Los Angeles, Cal.

J. W. WALKER,
SUPERINTENDENT,
Fresno, Cal.

C. G. FLUHR,
TRAINMASTER,
Fresno, Cal.

G. W. SIMPSON,
TRAINMASTER,
Fresno, Cal.

I. L. HIBBARD,
GENERAL SUPERINTENDENT,
Los Angeles, Cal.

ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. Trains Nos. 33 and 34 are annulled. Their schedules are carried in time table principally for statistical purposes.

4. The number of tons shown by rate sheet as ordinary trains for engines is based on the maximum grade; but between points where the grade and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill out trains to car limit or to full capacity of their engines.

5. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

6. No freight train will run more than thirty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade, and of thirty cars or more on ascending grade the engine must be detached before spotting to take water or fuel.

7. In addition to instructions contained in Rule 91, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines moving in the same direction must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

8. Rule 567 is abrogated, and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "Proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal must be stopped. If no operator on duty, position of signal will govern.

9. Rule 93: Yard limit boards are located at Kern Junction, Bakersfield, Corcoran, Hanford, Visalia, Cutler, Reedley, Wahtoke, Piedra, Calwa—Fresno, Merced, Riverbank, Stockton—Mormon, Antioch, Bay Point, Oakland and Richmond—Ferry Point.

First-class trains when ten minutes or more late are required to approach and leave Kern Junction, Bakersfield, Corcoran, Reedley, Calwa—Fresno, Riverbank, Stockton—Mormon, Richmond—Ferry Point, and Oakland, under control, and responsibility for accident will rest with the first class train.

The following yard limits are applicable to second class and extra trains only: Hanford, Cutler, Visalia, Wahtoke, Piedra, Merced, Antioch and Bay Point.

In case of fog or its equivalent, such first class trains and all other trains of whatever class will use the bell and whistle freely, and if necessary send a flagman ahead to protect against possible obstructions and engines in yards. Yard engines will give way to all such trains at the earliest possible moment.

10. The third and fourth paragraphs of Rule 85 are amended to include second-class trains, and now read, "Extras may pass and run ahead of second and third-class trains without special instructions."

Unless otherwise directed extra trains between Calwa and Corcoran will run via first district.

11. The following addition is made to Rule 86-A and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

Extra trains created by example 3 of form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

12. In the delivery of a 31 order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman, the same as required to do upon orders delivered at telegraph and telephone stations.

13. Look out at all sidings for derailing switches, the normal position of which would cause derailment.

14. Rule 5 (B) and last paragraph of Rule D-5: All trains will register at Register Stations.

At Kern Junction, westward trains may register by Form 903 and when operated by staff will not check register.

At Calwa, trains 3, 9, 15, 16 and 22 will register by Form 903, and will not check register.

At Fresno extra trains need not register, (excepting those originating at Fresno), nor check register, except against such trains as were not indicated on the register at Calwa.

At Richmond Nos. 15 and 16 will register by Form 903 and not check register.

15. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe every wheel, and know that brakes are not sticking.

16. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

17. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

18. Rule 1 (B): Standard clocks are located at Bakersfield, Corcoran, Reedley, Calwa, Lindsay, Riverbank, Stockton, Richmond and Ferry Point.

19. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

20. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Unless otherwise instructed by trainmaster, trains in which dead engines are being towed will not exceed a speed of fifteen (15) miles per hour, i.e., will consume not less than four (4) minutes in running each and every mile.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec	Min.	Sec.
649–728	1	46	2	00	2	00
769–788	1	46	2	00	2	00
789–824	1	46	2	00	2	00
825–864	2	30	2	30	2	30
900–989	2	30	2	30	2	30
900–989 (Recounterbalanced)	2	00	2	00	2	00
990-999	2	00	2	00	2	00
1600–1673	2	30	2	30	2	30
1600–1673 (Recounterbalanced)	2	00	2	00	2	00
1674–1693	2	00	2	00	2	00
1798–1799	2	30	2	30	2	30
1950–1989	1	46	2	00	2	00
3000–3009	2	30	2	30	2	30
3200–3203	2	30	2	30	2	30
All Other Classes	....		1	46	1	30

21. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

22. Trainmen, enginemen or other employes having occasion to place fusees on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fusees so placed.

23. No train will leave its initial station on any district without receiving clearance card (Form 902) except as provided for in next paragraph, and at points where telegraph or telephone offices are not maintained or where operator not on duty; or at Kern Junction and Bakersfield when trains are operated under staff system.

No train will leave Corcoran, Calwa, Stockton, or Richmond (except Nos. 3, 9, 15, 16 and 22 at Calwa and Nos. 15 and 16 at Richmond) without receiving clearance card.

At Fresno, first-class trains must get clearance (Form 902); other than first-class trains will not be required to get clearance.

24. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

25. Rule 882: In making this service test the speed of the train must not be less than 15 miles per hour, and the engine brakes must be released during the test so that the engineer will know that the speed is reduced by application of the brakes upon the train.

26. Rule 311: All employes are hereby warned that it is dangerous to stand erect on cars, particularly cars of extraordinary height, while passing through tunnels or at places where there is insufficient clearance and necessary precaution must be used to protect themselves against injury.

27. The normal position of all switches at junction points between main and branch lines will give an unbroken rail for main line trains.

28. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.
PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.
PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

29. **The exception noted under Rule 221-A is abrogated.**

30. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, he should deliver such orders at the heading-in switch.

31. Rule 469: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where damage from fire might result.

32. No. 2 will stop at any station on Visalia District to discharge passengers from Fresno or stations west thereof. Nos. 9, 3 and 21 will stop at any station to discharge passengers from stations east of Bakersfield.

No. 22 will stop at any station between Corcoran and Bakersfield to discharge passengers from Visalia District.

INSTRUCTIONS GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN KERN JUNCTION AND BAKERSFIELD AND BETWEEN GLEN FRAZER AND CHRISTIE.

33. a. A train staff instrument is located in the telegraph office at each Kern Junction and Bakersfield and at each Glen Frazer and Christie, in charge of the operators, governing train movements between those stations respectively. The possession of the staff is authority for train to proceed. The two instruments being electrically connected it is impossible to operate one without the knowledge and co-operation of the operator in charge of the other. When a staff has been withdrawn from one instrument, another cannot be withdrawn from either until the staff previously removed has been replaced, either in the instrument from which it was withdrawn or in the one at the other end of the block.

b. Trains before entering the block, which extends from clearance of the Sunset Ry. switch at Kern Junction to the east yard limit post at Bakersfield, and from clearance of west switch at Glen Frazer to clearance of east switch at Christie, respectively, must have staff in possession of the engineman (the leading engineman when more than one engine handling train); he must carry the staff and manifest his possession of it by signal (g) Rule 14, of the Rules and Regulations.

c. Staff crane is located at Kern Junction tower from which engineman may take staff when passing. Where staff crane not located, staff will be personally delivered by operator, and if to conductor or engine foreman the latter will deliver it personally to engineman. When the movement for which staff is given is completed the engineman must immediately deliver staff at end of block by dropping it at designated place or handing to the operator on duty.

d. Operator must not deliver a train staff which he has received from another train until it has passed through the instrument.

e. Staff will be enclosed in rubber pouch which is provided with an opening so that staff may be seen. Engineman must know that the pouch contains staff before proceeding.

f. Operators must keep advised of the movement of trains and have staff ready. They must also ascertain when trains are to meet at either end of block so that proper trains will be given staff, thus avoiding delays or misunderstandings.

g. In the event of staff instruments failing to work trains will be notified by "31" order; regular trains will assume time table schedule; extra trains and yard engines will be operated by train orders, in accordance with the Rules and Regulations.

h. Station signals at Glen Frazer and Christie will be operated in accordance with the Rules and Regulations.

i. Nothing in the foregoing shall be interpreted as nullifying instructions contained in the Rules and Regulations and Special Time Table Rules.

At Kern Junction and Bakersfield staff simply takes the place of time table superiority and train orders regulating the movement of trains.

At Glen Frazer-Christie the issuance of staff with clearance card (Form 902) will be regarded as superseding train orders which may prescribe time or meeting points at either Glen Frazer or Christie insofar as trains of the same class are concerned, it being the intention in this manner to have staff given to the first train ready to move, and the staff may also (by the direction of the dispatcher only) be given to inferior trains where the latter can clear block without delay to superior trains, and inferior trains will not be required under this rule to clear the time of superior trains. Where meeting point is changed or train advanced in this manner, the train advanced will approach the end of staff block under control and take siding, expecting to find opposing train holding main track. Responsibility for accident will rest with train thus advanced.

FIRST DISTRICT

SPEED LIMITATIONS.

34. 8 miles per hour through city limits of Hanford.

RAILROAD CROSSINGS AT GRADE.

35. S. P. Co., Goshen branch, Hanford; home signals—interlocking.

S. P. Co., main line, 3.4 miles west from Oleander; distant and home signals—interlocking.

SECOND AND OAKDALE DISTRICTS

SPEED LIMITATIONS.

36. 6 miles per hour through city limits of Fresno.
8 miles per hour through city limits of Merced.

RAILROAD CROSSINGS AT GRADE.

37. S. P. Co., Porterville branch 1.5 miles west from Calwa; home signals—interlocking.

S. P. Co., Pollasky Branch, Fresno; home signals—interlocking.

S. P. Co., Berenda branch, 0.3 mile west from Kismet; distant and home signals—interlocking.

Yosemite Valley Railroad; Merced; distant and home signals eastward—home signal westward—interlocking.

S. P. Co., Oakdale branch, 1.7 miles west from Merced; distant and home signals—interlocking.

S. P. Co., Oakdale branch, Oakdale; no interlocking. (See Rules 98-A, 98-B, 98-C.)

38. Movements of trains, light engines and switch cuts over double track between Fresno and Calwa will be made in accordance with rules D-151 and D-152.

The normal position of switch at west end of double track, Tulare street, will give unbroken rail for eastward trains. Normal position of switch at east end of double track at Calwa, will give an unbroken rail for westward trains. Unless thrown by switch tenders, trains leaving double track, will stop to throw switch, which must be lined up after using same.

THIRD DISTRICT

39. In addition to regular train signals, all trains, both day and night, will display each a lighted red and white hand lantern on rear of train between Maltby and Ferry Point and will also carry a lighted red and white lantern in cab of engine for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Helper engines must not be detached from trains in tunnels.

Passenger trains backing between Richmond and Ferry Point, will have a brakeman stationed on the forward platform, provided with brake valve, air whistle and a white light.

40. Drawbridges B-1124, over San Joaquin River, A-1135 over Middle River and A-1137 over Old River, are protected by interlocking with home and distant signals, the derailers being located approximately 350 feet from each end of the drawbridge.

41. In switching at Powder Spur at Hercules, no engine will run over the spur track without at least one car attached with air in operation, and a trainman riding on top to use hand brakes if necessary. The "dropping" of cars onto either of the spurs at Hercules is not permissible.

42. Movement of trains, light engines and switch cuts, over double track between Richmond and Ferry Point, will be made in accordance with Rules D-151 and D-152. (See Special Rule 52, Oakland District.)

The normal position of switch at east end of double track will give an unbroken rail for westward trains. Unless thrown by switch tender eastward trains will stop at end of double track to throw switch, which must be lined up after using same.

(Special Rules continued on Page 15)

WESTWARD											
Second Class	First Class						Capacity of Sidings	Distance from Albuquerque	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 37 August 15, 1915
33	21	53	3	9	5	15					
FREIGHT	The Missionary	PASSENGER	California Limited	Tourist Flyer	PASSENGER	The Saint					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
PM 7.43	PM 7.33	PM 5.52	PM 1.00	AM 7.43		AM 1.25	59	885.2			**KERN JUNCTION**
										0	0.8
								886.0			**KERN**
										0	1.7
7.50 9.15^{34}	¶ 7.40 8.20^{34}	6.02 PM	s 1.05 1.20	¶ 7.50^{2} 8.15	AM 7.00	s 1.33 1.40	YARD	887.7	FW T		**BAKERSFIELD**
										5.3	4.2
9.33	f 8.27		1.26	8.21	f 7.07	1.46	74	891.9			**JASTRO**
										0	3.8
9.50	f 8.32		1.31	8.26	f 7.14	1.50	52	895.7			**ROSEDALE**
										9.2	4.9
10.00	8.40		1.36	8.31	7.22^{2}	1.55	85	900.6			**UNA**
										9.2	4.9
10.33	f 8.49		1.42	8.36	f 7.29	2.00	46	905.5			**SHAFTER**
										10.6	7.5
11.14^{16}	s 9.02		s 1.51	8.45	s 7.40	2.09	70	913.0	W		**WASCO**
										5.3	5.8
11.28	f 9.14		1.59	8.52	f 7.49	2.15	50	918.8			**ELMO**
										0	2.5
	f 9.18				f 7.52		2	921.3			**POND**
										0	3.1
11.40	f 9.23		2.06	8.59	f 7.57	2.21	50	924.4			**KERNELL**
										0	7.5
11.55	f 9.35		2.15	9.10^{4}	s 8.09	2.29	50	931.9	W		**ALLENSWORTH**
										1.1	4.6
AM 12.05	f 9.43		2.20	9.18	f 8.15	2.34	56	936.5			**STOIL**
										2.6	5.6
12.20	s 9.54		2.26	9.25	s 8.24	2.40	51	942.1			**ANGIOLA**
										5.3	3.9
12.40	10.00		2.31	9.30	f 8.30	2.44	83	946.0			**BLANCO**
										5.3	0.8
					f 8.31		15	946.8			**TURNBULL**
										0	4.1
s 1.00	s 10.12		s 2.40	s 9.40	8.40^{4} AM	s 2.50	YARD	950.9	FWY		**CORCORAN**
										3.2	3.0
1.12	f 10.20^{16}		2.46	f 9.45		2.54	85	953.9			**BEAN**
										4.2	6.2
1.35	f 10.30		f 2.54	s 9.54		3.04	60	960.1			**GUERNSEY**
										5.8	4.0
1.50	f 10.36		3.00	f 10.00		3.07	25	964.1			**ODESSA**
										10.6	3.8
											S. P. Co. Goshen Branch Crossing
2.05	s 10.46		s 3.07$^{12}_{34}$	s 10.10		s 3.14	61	967.9	W		**HANFORD**
										9.0	3.2
2.15	f 10.52		3.11	f 10.15		3.18	24	971.1			**BANNER**
										10.6	0.6
2.17	10.53			10.16			5	971.7			**LUCERNE**
										0	1.5
2.20	f 10.55		3.14	f 10.18		3.20	46	973.2			**HARLOW**
										10.6	2.8
2.39	f 11.01		s 3.18	s 10.24		3.24	83	976.0	Y		**LATON**
										0	5.8
2.55	f 11.09		f 3.28	f 10.32		3.31	61	981.8	W		**CONEJO**
										10.6	3.7
	f 11.14		3.35^{22}	f 10.38		3.36	16	985.5			**MONMOUTH**
										10.6	2.7
3.20	f 11.18		f 3.39	f 10.44		3.40	31	988.2			**BOWLES**
										10.6	2.8
3.34^{15} 3.49	f 11.22		3.44	f 10.50		3.44^{33}	61	991.0			**OLEANDER**
										0	3.4
								994.4			**S. P. Co. Main Line Crossing**
										0	0.8
4.00 AM	11.30 PM		3.51 PM	11.00 AM		3.50 AM	YARD	995.2	FW TY		**CALWA**
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(110.0)
(16.6)	(33.5)	(15.0)	(42.3)	(38.4)	(37.9)	(47.8)					............Average speed per hour............

VALLEY DIVISION—FIRST DISTRICT

TIME TABLE NO. 37 August 15, 1915	Ruling Grade Ascending.	Telegraph and Telephone Offices	EASTWARD						
			First Class						Second Class
			2	52	4	12	22	16	34
			Tourist Flyer	PASSENGER	California Limited	PASSENGER	Texan	The Angel	FREIGHT
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
KERN JUNCTION		P	AM 8.30	AM 9.38	AM 10.25		PM 6.33	AM 12.10	PM 10.10
0.8	5.3								
KERN									
1.7	15.8								
BAKERSFIELD		P	8.20^{9} ¶ 7.45	9.30 AM	10.15 s10.05	PM ¶ 5.35	6.25 ¶ 6.00	12.01 AM s11.48	10.00^{21} 8.00^{33}
4.2	9.5								
JASTRO			f 7.36		9.58	f 5.24	5.50	11.40	7.50
3.8	13.7								
ROSEDALE			f 7.30		9.53	f 5.18	5.45	11.35	7.40
4.9	13.7								
UNA			7.22^{5}		9.47	5.10	5.39	11.29	7.25
4.9	14.0								
SHAFTER		DP	f 7.14		9.41	f 5.02	5.33	11.23	7.10
7.5	10.6								
WASCO		P	s 7.03		s 9.33	s 4.50	5.24	11.14^{33}	6.50
5.8	13.2								
ELMO			f 6.54		9.26	f 4.37	5.16	11.06	6.35
2.5	7.5								
POND			f 6.49			f 4.33			
3.1	15.8								
KERNELL			f 6.43		9.19	f 4.28	5.09	10.59	6.20
7.5	8.4								
ALLENSWORTH		DP	f 6.32		9.10^{9}	s 4.18	5.00	10.50	6.05
4.6	1.6								
STOIL			f 6.24		9.02	f 4.10	4.54	10.44	5.50
5.6	9.0								
ANGIOLA		DP	f 6.15		8.54	s 4.00	4.46	10.36	5.32
3.9	0								
BLANCO			f 6.08		8.48	f 3.53	4.41	10.31	5.20
0.8	2.6								
TURNBULL						f 3.51			
4.1	2.6								
CORCORAN		P	6.00 AM		s 8.40^{5} 8.32	s 3.45	s 4.35	s10.25	4.50 4.45
3.0	0								
BEAN					8.27	f 3.35	4.26^{34}	10.20^{21}	4.26^{22}
6.2	1.2								
GUERNSEY		DP			f 8.18	f 3.22	4.18	10.14	3.50
4.0	0								
ODESSA					f 8.11	f 3.13	4.12	10.08	3.30
3.8	7.9								
S. P. Co. Goshen Branch Crossing HANFORD		P			s 8.05	s 3.07^{3}_{34}	s 4.07	s10.04	s 3.07^{3}_{12}
3.2	0								
BANNER					f 7.51	f 2.54	3.57		
0.6	8.4								
LUCERNE					7.50	2.52	3.56		
1.5	0								
HARLOW					f 7.47	f 2.48	3.54	9.54	2.50
2.8	15.8								
LATON		DP			s 7.42	s 2.43	s 3.50	9.51	2.40
5.8	5.3								
CONEJO		DP			f 7.32	f 2.33	3.41	9.44	2.22
3.7	0								
MONMOUTH					f 7.25	f 2.26	3.35^{3}	9.39	2.11
2.7	0								
BOWLES		DP			f 7.20	f 2.22	3.28	9.35	2.03
2.8	0								
OLEANDER					f 7.14	f 2.18	3.23	9.31	1.55
3.4	0								
S. P. Co. Main Line Crossing									
0.8	10.6								
CALWA		P			7.08 AM	2.12 PM	3.17 PM	9.26 PM	1.45 PM
(110.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(34.3)	(18.7)	(36.8)	(31.7)	(39.2)	(43.7)	(17.8)

WESTWARD											Capacity of Sidings	Distance from Albuquerque	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	**TIME TABLE** NO. 37 August 15, 1915
Second Class	First Class														
33	21	25	3	23	29	5	9	31	17	15					
FREIGHT	The Missionary	PASSENGER	California Limited	PASSENGER	PASSENGER	PASSENGER	Tourist Flyer	PASSENGER	PASSENGER	The Saint					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
AM 5.30	PM 11.31	PM 7.08	PM 3.51	PM 3.33	PM 1.35	AM 11.13	AM 11.00	AM 7.54	AM 6.32	AM 3.50	Yard	995.2	FW TY		**CALWA**
														0	1.5
												996.7			S.P.Co. Porterville Branch Crossing
														6.6	1.4
															S. P. Co. Pollasky Branch Crossing
5.45	s11.40 AM 12.05	7.15 PM	s 3.58 4.05	3.40 PM	1.45 PM	s11.20 11.26	s11.07 11.15	s 8.01 8.05	6.42 AM	s 3.57 4.05	Yard	998.1			**FRESNO**
														13.2	3.3
											13	1001.4			ANDREWS
														10.6	4.3
6.00	12.17		4.14			f11.36	11.25	f 8.17		4.14	70	1005.7			BULLARD
														0	5.9
6.25^{4}	12.26		4.22			f11.45	11.32	f 8.25		4.20	26	1011.6			GREENLEAF
														0	2.4
6.36	12.31		4.26			f11.48	11.35	f 8.28		4.23	47	1014.0			TRIGO
														5.3	5.6
7.10^{34}	f12.40		4.33			s11.56	11.42	s 8.37		4.30	55	1019.6	W		STOREY
														15.8	6.5
7.30	12.50		4.41			PM f12.04	11.50	f 8.47		4.39	51	1026.1			KISMET
														10.6	0.3
												1026.4			S. P. Co. Berenda Branch Crossing
														7.4	3.8
7.45	f12.56		4.46			s12.11	11.56	f 8.53		4.44	49	1030.2			SHARON
														5.3	2.3
7.50	1.00		4.48			f12.15	11.59	f 8.56		4.47	14	1032.5			MEDANO
														15.8	3.2
7.55	1.05		4.51			f12.21	PM 12.04	f 9.02		4.51	62	1035.7			MARGUERITE
														0	2.6
	1.09		4.54			f12.25	12.07	f 9.06		4.54	18	1038.3			DICKINSON
														0	3.1
8.10	f 1.14		4.57			s12.32	12.11	s 9.11		4.58	54	1041.4	W		LEGRAND
														0	3.0
	1.19		5.00			f12.38	12.15	f 9.14		5.01	20	1044.4			BURCHELL
														5.3	2.8
8.25	f 1.23		5.02			f**12.45**^{12}	12.19	s 9.19		5.04	53	1047.2			PLANADA
														0	3.3
8.35	**1.30**^{2}		5.06			f12.53	12.23	f 9.24		5.08	51	1050.5			TUTTLE
														0	5.5
9.00	1.40 s 1.50		s 5.16			¶ 1.00 1.25	¶**12.30**^{12} **12.55**	s 9.34		s **5.15**^{4}	Yard	1056.0	W		MERCED Yosemite Valley R. R. Crossing
														0	1.7
												1057.7			S. P. Co. Oakdale Branch Crossing
														0	2.4
	1.56		5.21			1.30	1.01	f 9.40		5.20	10	1060.1			HOFF
														0	2.1
9.43^{31}	2.00		5.24			f **1.34**^{22}	1.04	f **9.43**^{33}		**5.23**^{34}	48	1062.2			CUBA
														15.8	1.8
10.05	2.03		5.26			f 1.37	1.06	f 9.45		5.25	18	1064.0			YAM
														10.6	1.3
	2.05		5.28			s 1.39	1.08	s 9.47		5.27	20	1065.3			WINTON
														10.6	3.7
10.25	2.11		5.32			f 1.45	1.13	f 9.53		5.31	28	1069.0			CRESSY
														15.8	2.9
10.32	2.16		5.36			f 1.50	**1.18**^{22}	f 9.58		5.34	48	1071.9			BALLICO
														15.8	7.6
10.52	s 2.28		**5.45**^{32}			s 2.00	1.31	s10.11		5.43	48	1079.5	W		DENAIR
														0	6.3
11.07	f 2.38		5.52			s 2.09	1.40	s10.22		5.51	46	1085.8			HUGHSON
														17.4	3.4
11.17^{12}	f 2.44		5.57			s 2.17	1.46	s10.27		5.56	90	1089.2			EMPIRE
														0	3.5
11.26	2.49		6.02			2.22	1.51	f10.32		6.00	52	1092.7			CLAUS
														12.7	3.5
11.35 AM	2.55 AM		6.07 PM			2.28 PM	1.55 PM	10.38 AM		6.05 AM	Yard	1096.2	FW TY		**RIVERBANK**
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				0	(101.0)
(16.6)	(35.8)	(24.8)	(46.9)	(24.8)	(17.4)	(36.9)	(42.6)	(37.9)	(17.4)	(47.7)	Average speed per hour				

VALLEY DIVISION—SECOND DISTRICT

TIME TABLE NO. 37 August 15, 1915	Telegraph and Telephone Offices	Ruling Grade Ascending	EASTWARD										
			First Class										Second Class
			2	4	20	24	12	22	26	28	32	16	34
			Tourist Flyer	California Limited	PASSENGER	PASSENGER	PASSENGER	Texan	PASSENGER	PASSENGER	PASSENGER	The Angel	FREIGHT
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
CALWA	P		AM 3.07	AM 7.07	AM 7.02	PM 2.07	PM 2.12	PM 3.17	PM 4.00	PM 7.30	PM 7.57	PM 9.26	AM 8.15
1.5		0											
S.P.Co. Porterville Branch Crossing													
1.4		15.8											
S. P. Co. Pollasky Branch Crossing													
FRESNO	P		3.00 s 2.50	7.00 s 6.50	6.55 AM	2.00 PM	2.05 s 1.55	3.10 s 3.05	3.50 PM	7.20 PM	7.50 s 7.45	9.20 s 9.15	8.00
3.3		10.6											
ANDREWS													
4.3		5.3											
BULLARD			2.34	6.35			f 1.43	2.55			f 7.30	9.04	7.42
5.9		15.8											
GREENLEAF			2.25	**6.25**^{33}			f 1.35	2.48			f 7.22	8.56	7.30
2.4		15.8											
TRIGO			2.22	6.20			f 1.31	2.45			f 7.18	8.53	7.25
5.6		12.7											
STOREY	DP		2.14	f 6.11			s 1.23	2.38			f 7.11	8.46	**7.10**^{33}
6.5		15.8											
KISMET	NP		2.05	6.01			f 1.13	2.29			f 7.03	8.38	6.55
0.3		0											
S. P. Co. Berenda Branch Crossing													
3.8		0											
SHARON	DP		1.58	f 5.55			s 1.08	2.23			f 6.57	8.33	6.45
2.3		5.3											
MEDANO			1.55	5.50			f 1.05	2.20			f 6.53	8.30	
3.2		15.8											
MARGUERITE			1.51	5.46			f 1.01	2.16			f 6.48	8.27	6.30
2.6		15.8											
DICKINSON			1.48	5.42			f 12.57	2.13			f 6.44	8.24	
3.1		15.8											
LEGRAND	DP		f 1.44	f 5.38			s 12.52	s 2.09			s 6.40	8.20	6.13
3.0		15.8											
BURCHELL			1.39	5.33			f 12.48	2.04			f 6.35	8.16	6.03
2.8		10.6											
PLANADA	DP		f 1.35	f 5.29			s **12.45**^{5}	2.00			f 6.31	8.13	5.55
3.3		12.7											
TUTTLE			**1.30**^{21}	5.23			f 12.40	1.55			f 6.27	8.09	5.47
5.5		7.9											
MERCED Yosemite Valley R. R. Crossing	P		s 1.22	**5.15**^{15} s **5.08**			**12.32**^{9} ¶**12.07**	s 1.47			s 6.19	s 8.02	5.35
1.7		17.4											
S. P. Co. Oakdale Branch Crossing													
2.4		0											
HOFF			1.15	4.59			12.02 PM	1.37			f 6.11	7.55	
2.1		10.6											
CUBA			1.13	4.56			f 11.59	**1.34**^{5}			f 6.08	7.53	**5.23**^{15}
1.8		15.8											
YAM			1.10	4.53			f 11.57	1.29			f 6.06	7.51	
1.3		12.1											
WINTON	DP		1.08	f 4.51			s 11.55	1.27			f 6.04	7.50	
3.7		12.1											
CRESSY			1.03	4.45			f 11.49	1.23			f 5.59	7.46	4.55
2.9		15.8											
BALLICO	NP		12.58	**4.40**^{34}			f 11.44	**1.18**^{9}			f 5.55	7.43	**4.40**^{4}
7.6		15.8											
DENAIR	DP		12.48	f 4.29			s 11.33	1.07			s **5.45**^{3}	7.35	4.13
6.3		0											
HUGHSON	DP		12.40	f 4.20			s 11.23	12.58			s 5.34	7.29	4.00
3.4		15.8											
EMPIRE	DP		12.35	f 4.14			s **11.17**^{33}	s 12.53			s 5.26	7.25	3.53
3.5		0											
CLAUS			12.30	4.08			f 11.12	12.48			f 5.21	7.21	3.45
3.5		15.8											
RIVERBANK	P		12.25 AM	4.02 AM			11.07 AM	12.43 PM			5.16 PM	7.17 PM	3.35 AM
(101.0)		15.8	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(39.9)	(36.1)	(24.8)	(24.8)	(40.4)	(40.7)	(17.4)	(17.4)	(38.8)	(48.9)	(21.6)

WESTWARD											Capacity of Sidings	Distance from Albuquerque	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending.	**TIME TABLE** NO. 37 August 15, 1915
Second Class	First Class														
33	**3**	**45**	**5**	**9**	**43**	**31**	**41**	**15**	**21**	**47**					
FREIGHT	California Limited	PASSENGER	PASSENGER	Tourist Flyer	The Angel	PASSENGER	PASSENGER	The Saint	The Missionary	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
PM 1.20	PM 6.11		PM 2.33	PM 2.01		AM 10.43		AM 6.10	AM 3.00		YARD	1096.2	FW TY		**RIVERBANK**
														15.8	5.2
1.35	f 6.20		s 2.41	2.09		s**10.53**^{12}		6.17	f 3.09		47	1101.4	W		ESCALON
														0	5.4
1.50	6.28		s 2.48	2.17		s11.05		6.23	s 3.19		47	1106.8			AVENA
														0	5.5
2.05	6.35		f 2.56	2.24		f11.15		6.30	**3.30**^{4}		60	1112.3			BURNHAM
														0	4.4
2.31^{9}	**6.45**^{16}		f 3.01	**2.31**^{33}		11.22		6.35	3.40		83	1116.7			LARSON
														0	2.9
2.45	6.50		3.06	2.35		11.26		6.38	3.45		140	1119.6			MORMON
														0	1.6
s 3.00	s 6.58		s 3.13	s 2.45		s11.37	AM 8.00	s 6.45	s 3.50 4.00		Yard	1121.2	FW TY		S.P. and W.P. Main Line Crossings **STOCKTON** Western Pacific Ry. Crossing.
														15.8	4.5
	7.05		f 3.21	2.52		f11.45	f 8.08	6.52	s 4.12		60	1125.7			WOODSBRO
														0	1.2
3.23^{5}	7.07		**3.23**^{33}	2.54		**11.50**^{22}	8.10	6.54	4.14		49	1126.9			GILLIS
														0	2.0
3.35	7.10		s 3.28	2.57		s11.55	s 8.14	6.57	s 4.22		75	1128.9			HOLT
														10.6	4.5
3.52^{32}	7.18		3.36	3.04		PM 12.02	8.21	7.05	4.32		74	1133.4			TRULL
														0	1.4
4.00	7.21		s 3.39	3.07		s12.06	s 8.24	7.08	f 4.35		12	1134.8			MIDDLE RIVER
														10.6	1.4
4.20	7.25		s **3.45**^{32}	3.11		s12.11	s 8.27	7.12	f 4.40		83	1136.2	W		ORWOOD
														10.6	3.5
4.38	**7.33**^{42}		f 3.52	3.16		f12.17	f 8.32	7.18	f 4.48		72	1139.7			BIXLER
														10.6	3.1
4.48	7.39		s 3.57	3.20		s12.23	s 8.38	7.22	s 4.58		57	1142.8			KNIGHTSEN
														3.5	3.1
5.05	7.43		s 4.03	**3.26**^{32}		s12.29	s 8.45	7.26	f 5.06		61	1145.9			OAKLEY
														13.2	4.7
5.15	7.50		4.11	3.32		12.35	8.51	7.30	5.13		83	1150.6			SANDO
														13.2	1.3
5.25	s 7.55		s 4.17	s 3.37		s12.40	s 8.56	s 7.35	s 5.20		Yard	1151.9	W		ANTIOCH
														5.6	3.9
5.38^{16}	8.01		s 4.27	3.43		s12.48	s **9.05**^{12}	7.41	s 5.28		73	1155.8			PITTSBURG
														5.3	3.5
5.58	8.06		f 4.33	3.48		f12.54	f 9.09	7.45	5.33		55	1159.3			AMBROSE
														15.8	4.4
6.19	8.15		s 4.45	3.54		s 1.03	s 9.17	7.52	s 5.42		YARD	1163.7			BAY POINT
														0	1.9
	8.18		4.49	3.57		f 1.05	f 9.20	7.54	5.45		20	1165.6	Y		BLUME
														0	1.5
6.40^{42}	8.21		f 4.52	3.59		f 1.08	f 9.23	7.57	5.47		83	1167.1			MALTBY
														52.8	1.6
6.54	8.24		f 4.55	4.01		f 1.11	f 9.26	8.00	5.50		83	1168.7			VINE HILL
														52.8	1.9
	8.29		f 4.59	4.06		f 1.16	f 9.30	8.04	5.55		12	1170.6			MUIR
														52.8	2.7
7.23	8.35		f 5.05	4.12		f 1.23	s 9.40	8.10	f 6.02		100	1173.3	W		GLEN FRAZER
														52.8	1.8
7.35	8.40		s **5.12**^{16}	4.16		f 1.28	f 9.48	8.15	s 6.09		125	1175.1	W		CHRISTIE
														0	4.3
7.50	8.47		5.21	4.23		f 1.36	f 9.56	**8.22**^{12}	6.17		76	1179.4			LUZON
														0	1.6
8.04	8.50		5.23	4.26		f 1.39	f10.00	8.25	6.20		39	1181.0			HERCULES
														0	0.4
8.08	8.51		s 5.25	4.27		s 1.40	s10.01	8.26	s 6.21		15	1181.4			PINOLE
														42.2	1.6
8.15	8.54		f 5.28	4.30		f 1.43	f**10.07**^{22}	8.30	6.24		150	1183.0			GATELEY
														52.8	3.3
8.24	8.58		5.33	4.36		1.47	10.11	8.35	6.30		71	1186.3			RHEEM
														52.8	1.5
8.29	9.00		s 5.37	4.40		f 1.50	f10.13	8.39	s 6.34		38	1187.8			SAN PABLO
														52.8	1.8
8.40 PM	s 9.07	PM 8.23	s 5.49	s 4.48	PM 4.22	s 1.57	s10.18	s 8.45	s 6.40 6.47	AM 12.20	YARD	1189.6	FW TY		**RICHMOND**
														0	0.6
	s 9.10		s 5.53	f 4.55		s 2.03	s10.20		s 6.52			1190.2			RICHMOND AVENUE
														10.6	1.5
	9.15	8.31 PM	6.00	5.00	4.32 PM	2.08	10.25	8.55	6.57	12.28 AM	YARD	1191.7			**FERRY POINT**
															7.7
	10.00 PM		6.45 PM	6.00 PM		3.00 PM	11.10 AM	9.40 AM	8.00 AM			1199.4			SAN FRANCISCO
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(95.5)
(12.7)	(31.1)	(15.7)	(27.6)	(32.0)	(12.6)	(27.9)	(29.1)	(34.7)	(26.0)	(15.7)	Average speed per hour				

VALLEY DIVISION—THIRD DISTRICT

TIME TABLE NO. 37 August 15, 1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD								
			First Class								Second Class
			12	44	22	32	16	42	2	4	34
			PASSENGER	The Saint	Texan	PASSENGER	The Angel	PASSENGER	Tourist Flyer	California Limited	FREIGHT
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
RIVERBANK		P	AM 11.02		PM 12.38	PM 5.11	PM 7.12		AM 12.20	AM 3.55	AM 2.30
5.2	15.8										
ESCALON		DP	s **10.53**^{31}		12.31	s 4.58	7.05		f12.10	3.46	2.10
5.4	10.6										
AVENA			f10.44		12.24	f 4.47	6.57		f12.01 AM	3.38	1.55
5.5	7.9										
BURNHAM		NP	f10.35		12.16	f 4.37	6.50		f11.52	**3.30**^{21}	1.43
4.4	5.3										
LARSON			10.28		12.09	4.29	**6.45**^{3}		11.45	3.20	1.33
2.9	7.9										
MORMON			10.24		12.05	4.24	6.40		11.41	3.15	1.25
1.6	10.6										
S.P. and W.P. Main Line Crossings **STOCKTON** Western Pacific Ry. Crossing		P	s10.20		s12.01 PM	s 4.20	s 6.36	PM 8.25	11.38 s11.33	s 3.12	1.20
4.5	15.8										
WOODSBRO		DP	f10.07		11.51	f 4.07	6.22	f 8.13	11.24	2.58	
1.2	0										
GILLIS			10.05		**11.50**^{31}	4.05	6.20	8.06	11.23	2.57	1.00
2.0	0										
HOLT		DP	s10.02		11.45	s 4.01	6.18	f 8.02	f11.19	2.53	12.55
4.5	0										
TRULL			9.52		11.36	s **3.52**^{33}	6.11	7.50	11.10	2.45	12.45
1.4	0										
MIDDLE RIVER		DP	s 9.49		11.33	3.50	6.08	s 7.46	f11.07	2.42	12.40
1.4	10.6										
ORWOOD		DP	s 9.45		11.30	s **3.45**^{5}	6.05	s 7.41	f11.02	2.38	12.35
3.5	10.6										
BIXLER			f 9.38		11.23	f 3.38	6.00	f **7.33**^{3}	f10.53	2.32	12.25
3.1	0										
KNIGHTSEN		DP	s 9.32		11.18	s 3.32	5.57	s 7.27	f10.48	2.26	12.15
3.1	5.7										
OAKLEY		DP	s 9.25		11.13	s **3.26**^{9}	5.54	s 7.21	f10.42	2.20	12.05 AM
4.7	15.8										
SANDO			9.16		11.05	3.19	5.48	7.13	10.33	2.14	11.55
1.3	15.8										
ANTIOCH		P	s 9.13		s11.03	s 3.17	s 5.46	s 7.10	s10.30	s 2.12	11.50
3.9	7.9										
PITTSBURG		DP	s **9.05**^{41}		10.55	s 3.09	**5.38**^{33}	s 7.00	s10.19	2.03	11.35
3.5	11.5										
AMBROSE			f 8.58		10.49	f 3.02	5.34	f 6.53	10.13	1.57	11.25
4.4	0										
BAY POINT		P	s 8.51		s10.42	s 2.55	5.29	s 6.46	s10.05	f 1.51	11.15
1.9	0										
BLUME			8.47		10.38	f 2.49	5.27	6.42	10.01	1.47	11.02
1.5	0										
MALTBY			8.45		10.36	f 2.46	5.25	f **6.40**^{33}	9.59	1.44	10.55
1.6	0										
VINE HILL			f 8.43		10.34	f 2.42	5.23	f 6.38	f 9.56	1.41	10.50
1.9	0										
MUIR		DP	f 8.40		10.31	s 2.38	5.20	f 6.35	f 9.54	1.38	10.45
2.7	52.8										
GLEN FRAZER		P	s 8.35		10.26	s 2.33	5.16	s 6.30	f 9.49	1.33	10.35
1.8	52.8										
CHRISTIE		P	f 8.31		10.22	f 2.27	**5.12**^{5}	f 6.25	f 9.44	1.28	10.25
4.3	52.8										
LUZON			f **8.22**^{15}		10.14	f 2.17	5.04	f 6.17	9.34	1.18	10.18
1.6	2.2										
HERCULES			f 8.15		10.11	f 2.13	5.02	6.13	9.31	1.15	10.12
0.4	52.8										
PINOLE		DP	s 8.14		10.10	s 2.12	5.01	s 6.12	s 9.30	1.14	10.10
1.6	52.8										
GATELEY			f 8.11		**10.07**^{41}	f 2.10	4.58	f 6.09	9.25	1.11	10.05
3.3	52.8										
RHEEM			8.04		10.01	2.04	4.53	6.03	9.18	1.05	9.55
1.5	52.8										
SAN PABLO		DP	f 8.01		9.59	f 2.02	4.51	f 6.00	f 9.14	1.00	9.50
1.8	52.8										
RICHMOND		P	s 7.55	AM 9.08	s 9.55	s 1.58	4.49	s 5.55	s 9.10	s12.55	9.45 PM
0.6	0										
RICHMOND AVENUE			s 7.49		s 9.48	s 1.50		s 5.48	s 9.03	s12.48	
1.5	0										
FERRY POINT		P	7.45	9.00 AM	9.45	1.45	4.45	5.45	9.00	12.45 AM	
7.7											
SAN FRANCISCO			7.00 AM		9.00 AM	1.00 PM	4.00 PM	5.00 PM	8.00 PM	11.55 PM	
(95.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(29.0)	(15.7)	(33.1)	(27.8)	(38.9)	(26.4)	(29.3)	(30.1)	(19.7)

VALLEY DIVISION—VISALIA DISTRICT

WESTWARD					Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Distance from Corcoran	Ruling Grade Ascending	TIME TABLE NO. 37 August 15, 1915	Ruling Grade Ascending.	Telegraph and Telephone Offices	EASTWARD			
First Class												First Class			
27	25	23	5	31								2	20	24	32
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								Tourist Flyer	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 10.30	PM 4.50	AM 9.45	AM 8.45		YARD	FWY			**CORCORAN**		P	AM 5.52	AM 9.30	PM 4.30	PM 10.10
								5.3	4.1	0					
f10.38	f 4.58	f 9.55	f 8.53		22		4.1		WAUKENA		DP	f 5.43	f 9.19	f 4.20	f 9.58
								13.2	5.6	0					
f10.47	f 5.09	f10.08	f 9.02		42		9.7		PAIGE			5.28	f 9.10	f 4.09	f 9.50
								12.1	1.9	0					
f10.51	f 5.13	f10.14	f **9.06**^{20}		17		11.6		ROBLA			5.23	f **9.06**^{5}	f 4.05	f 9.46
								10.6	3.1	0					
s10.59	s 5.20	s10.22	s 9.14		27		14.7		S. P. Co. Main Line Crossing TULARE		DP	s 5.14	s 9.00	s 3.59	s 9.40
								15.8	4.1	0					
f11.10	f 5.28	f10.30	f 9.22		21		18.8		SWALL			5.04	f 8.50	f 3.49	f 9.32
								8.4	6.1	0					
11.20 PM	s 5.40	10.40 PM 2.00	s 9.35	AM 6.30	54	W	24.9		**VISALIA** S. P. Co. Visalia Branch Crossing		P	s 4.53	s 8.40	s 3.40	s 9.23
								6.3	6.6	5.3					
	f 5.49	f 2.09	f 9.46	f 6.39	36		31.5		PERAL			4.36	f 8.25	f 3.25	f 9.09
								5.3	1.9	5.3					
							33.4		S.P.Co.Porterville Branch Crossing						
								11.6	2.5	0					
	s 5.57	s 2.18	s 9.55	s 6.47	36		35.9		YETTEM		DP	f 4.25	s 8.17	s 3.17	f 9.01
								10.6	2.4	7.9					
	s 6.03	s 2.25	s10.00	s 6.52	39	W	38.3		CUTLER		DP	f 4.18	s 8.11	s 3.11	s 8.55
								0	3.1	0					
	s 6.09	s 2.31	s10.06	s 6.58	32		41.4		SULTANA		DP	f 4.10	s 8.05	s 3.05	f 8.49
								6.6	1.0	10.6					
	f 6.11	f 2.33	f10.08	f 6.59	27		42.4		TOKAY			4.08	f 8.03	f 3.03	8.47
								0	2.5	13.2					
	s 6.17	s 2.38	s10.13	s 7.05	36		44.9		NORTH DINUBA		DP	f 4.02	s 7.58	s 2.58	s 8.42
								5.3	3.6	0					
	s 6.24	s **2.50**^{24}	s10.23	s 7.12	122	WY	48.5		REEDLEY		P	s 3.55	s 7.51	s **2.50**^{23}	s 8.36
								10.6	2.1	0					
							50.6		S.P.Co.Porterville Branch Crossing						
								10.6	0.1	0					
	f 6.30	f 2.56	f10.29	f 7.16	20		50.7		LACJAC			3.47	f 7.44	f 2.44	f 8.30
								0	2.2	5.3					
	s 6.36	s 3.01	s10.34	s 7.20	74		52.9		PARLIER		DP	f 3.43	s 7.40	s 2.40	s 8.26
								5.3	1.6	10.6					
	f 6.39	f 3.04	f10.37	f 7.23	29		54.5		MILEY			3.39	f 7.37	f 2.36	f 8.22
								0	3.7	8.4					
	s 6.46	s 3.11	s10.46	s **7.30**^{20}	66		58.2		DEL REY		DP	f 3.33	s **7.30**^{31}	s 2.29	s 8.16
								0	3.4	7.9					
	f 6.52	f 3.17	f10.53	f 7.38	33		61.6		WOLF			3.25	f 7.21	f 2.20	f 8.10
								0	2.6	8.4					
	s 6.57	s 3.23	s11.00	s 7.44	36		64.2		LONE STAR		DP	3.19	s 7.14	s 2.16	s 8.06
								0	1.9	10.6					
	f 7.01	f 3.27	f11.04	f 7.48	25		66.1		CECILE			3.15	f 7.10	f 2.12	f 8.02
								0	2.5	10.6					
	7.06 PM	3.33 PM	11.10 AM	7.53 AM	Yard	FW TY	68.6		**CALWA**		P	3.09 AM	7.04 AM	2.07 PM	7.57 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(68.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
(29.8)	(30.2)	(26.0)	(28.3)	(31.6)					---------- Average speed per hour ----------			(25.3)	(28.2)	(28.8)	(30.9)

VALLEY DIVISION—LINDSAY DISTRICT

WESTWARD				Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Cutler	Ruling Grade Ascending	TIME TABLE NO. 37 August 15, 1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD			
Second Class	First Class										First Class			Second Class
89	83	87	81								84	82	88	80
FREIGHT	MIXED	MIXED	MIXED								MIXED	MIXED	MIXED	FREIGHT
Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 4.50		PM 1.00	AM 5.40	135	FW	27.5		**LINDSAY**		DP	AM 9.25		PM 4.25	PM 6.35
							30.8	7.3	28.4					
5.10		s 1.12	s 5.52	99		20.2		EXETER		DP	s 9.13		s 4.13	6.15
							15.8	0.3	0					
						19.9		Visalia Electric Railway Crossing						
							9.4	0.6	0					
5.15		f 1.16	f 5.56	10		19.3		ANTES			f 9.08		f 4.08	6.08
							3.6	2.2	5.2					
5.20		f 1.20	f 6.00	13		17.1		VENIDA			f 9.03		f 4.03	6.02
							15.8	2.1	15.8					
5.25		f 1.25	f 6.05	22		15.0		FRUTA			f 8.58		f 3.58	5.56
							21.1	2.9	7.9					
5.34		f 1.30	s 6.10	30	W	12.1		REDBANKS			s 8.52		f 3.52	5.50
							10.5	0.1	0					
						12.0		Visalia Electric Railway Crossing						
							10.5	1.0	21.1					
5.45^{80}		f 1.34	f 6.14	19		11.0		BAIER			f 8.47		f 3.47	**5.45**^{89}
							0	1.7	21.1					
5.49		f 1.37	f 6.17	11		9.3		SUR			f 8.42		f 3.42	5.30
							0	1.4	17.4					
5.52		f 1.40	f 6.20	14		7.9		RAYO			f 8.37		f 3.37	5.25
							0	3.1	17.4					
6.05		s 1.48	s 6.26	55		4.8		SEVILLE		DP	s 8.28		s 3.28	5.15
							15.3	3.2	10.5					
6.15	PM 4.34	s 1.59	s 6.35		Y	1.6		**WYETH**			s 8.20	AM 8.26	s 3.20	5.05
							0	1.6	15.8					
6.20 PM	4.40 PM	2.02 PM	6.42 AM	39	W			**CUTLER**		DP	8.15 AM	8.20 AM	3.15 PM	5.00 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					27.5			Leave Daily	Leave Daily	Leave Daily	Leave Daily
(18.3)	(16.0)	(26.6)	(26.6)					Average speed per hour			(23.5)	(16.0)	(23.5)	(17.4)

WAHTOKE DISTRICT

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Distance from Reedley	Ruling Grade Ascending	TIME TABLE NO. 37 August 15 ,1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
First Class									First Class	
91	93								92	94
MIXED	MIXED								MIXED	MIXED
Leave Daily	Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily Ex. Sunday
PM 3.00	AM 10.45	122	F WY			**REEDLEY**		P	AM 9.45	PM 1.45
					26.4	4.4	0			
f 3.10	f10.55	39		4.4		DARWIN			f 9.35	f 1.25
					21.1	0.4	0			
3.11	f10.56	6		4.8		VINO			9.33	f 1.22
					0	1.1	21.1			
f 3.17	f11.00	32		5.9		WAHTOKE			f 9.30	f 1.17
					21.1	3.4	0			
3.25 PM	f11.25	18	WY	9.3		**MINKLER**		DP	9.20 AM	f 1.02
					21.1	1.9	0			
	f11.30	39		11.2		OAKHURST				f12.50
					23.8	2.9	18.5			
	f11.40	4		14.1		AVOCADO				f12.40
					21.1	2.8	0			
	11.50 AM	Yard		16.9		**PIEDRA**		DP		12.30 PM
Arrive Daily	Arrive Daily Ex. Sunday					16.9			Leave Daily	Leave Daily Ex. Sunday
(22.3)	(15.6)					Average speed per hour			(22.3)	(13.5)

OROSI DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Minkler	Ruling Grade Ascending	TIME TABLE NO. 37 August 15, 1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD
First Class								First Class
85								86
MIXED								MIXED
Leave Daily					STATIONS			Arrive Daily
AM 8.26		Y	20.5		**WYETH**			PM 4.34
				14.4	2.0	0		
f 8.31	30		18.5		OROSI			f 4.22
				30.3	4.2	0		
f 8.40	12		14.3		PRIMERO			f 4.10
				13.0	2.1	15.1		
s 8.48	58		12.2		ORANGE COVE		DP	s 4.00
				16.2	5.8	10.5		
f 9.01	31		6.4		NAVALENCIA			f 3.44
				19.3	6.4	31.6		
9.15 AM	18	WY			**MINKLER**		DP	3.30 PM
Arrive Daily					20.5			Leave Daily
(25.1)					Average speed per hour			(19.2)

VALLEY DIVISION—OAKLAND DISTRICT

WESTWARD First Class									Capacity of Sidings	Distance from Richmond	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 37 August 15, 1915
303	305	309	317	331	341	315	319	321					
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE SAINT	PASSENGER	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					STATIONS
PM 9.10	PM 5.58	PM 4.55	PM 3.15	PM 2.00	AM 10.20 308	AM 9.10	AM 8.15	AM 6.45	Yard		FW TY		**RICHMOND**
												14.1	1.0
f 9.13	f 6.01	f 4.58	f 3.18	f 2.02	f10.23	9.13	f 8.18	f 6.48		1.0			SIXTH STREET
												64.4	2.9
f 9.19	f 6.07	f 5.04	f 3.24	f 2.08	f10.29	9.20	f 8.23	f 6.53	10	3.9			SCHMIDT
												23.2	1.8
f 9.22	f 6.10	f 5.08	f 3.27	f 2.11	f10.32	9.24	f 8.27	f 6.56	11	5.7			SCHINDLER
												31.7	0.8
										6.5			S. P. Co. Electric Crossing
												31.7	1.5
s 9.28	s 6.15	s 5.13	s 3.32	s 2.17	s10.38	s 9.29 322	s 8.33	s 7.02	30	8.0			BERKELEY
												38.6	1.9
										9.9			S. P. Co. Berkeley Branch Crossing
												0	1.0
9.35 PM	6.23 PM	5.20 PM	3.40 PM	2.25 PM	10.45 AM	9.35 AM	8.40 AM	7.10 AM	Yard	10.9	WY		**OAKLAND**
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(10.9)
(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)					Average speed per hour

OAKDALE DISTRICT

WESTWARD First Class					Capacity of Sidings	Ruling Grade Ascending	Fuel, Water Turn Tables and Wyes	Distance from Riverbank	TIME TABLE NO. 37 August 15, 1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD First Class				
203	235	205	209	231								236	212	222	214	232
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 5.50	PM 4.50	PM 1.40	PM 12.20	AM 10.20	40		Y	6.5	**OAKDALE** S. P. Co. Oakdale Branch Crossing		DP	AM 8.45	AM 11.25	PM 1.05	PM 2.45	PM 5.30
						16.2			6.5	21.1						
6.05 PM	5.05 PM	1.55 PM	12.35 PM	10.35 AM	YARD		Y FW T		**RIVERBANK**		P	8.30 AM	11.10 AM	12.50 PM	2.30 PM	5.15 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(6.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(26.0)	(26.0)	(26.0)	(26.0)	(26.0)					Average speed per hour			(26.0)	(26.0)	(26.0)	(26.0)	(26.0)

VALLEY DIVISION—OAKLAND DISTRICT

TIME TABLE NO. 37 August 15, 1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD First Class								
			312	322	308	332	314	316	342	302	304
			PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE ANGEL	PASSENGER	PASSENGER	PASSENGER
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
RICHMOND		P	AM 7.53	AM 9.52	AM 10.20^{341}	PM 1.45	PM 3.10	PM 4.20	PM 5.53	PM 8.22	AM 12.13
1.0	0										
SIXTH STREET			f 7.48	f 9.49	f10.10	f 1.34	f 3.00	4.17	f 5.49	f 8.18	12.09
2.9	40.9										
SCHMIDT			f 7.43	f 9.38	f10.05	f 1.28	f 2.54	4.12	f 5.44	8.13	12.04
1.8	39.6										
SCHINDLER			f 7.40	f 9.34	f10.01	f 1.25	f 2.51	4.09	f 5.41	8.10	12.01 AM
0.8	13.9										
S. P. Co. Electric Crossing											
1.5	13.9										
BERKELEY		DP	s 7.36	s 9.29^{315}	s 9.56	s 1.20	s 2.46	s 4.05	s 5.36	s 8.06	s11.56
1.9	38.6										
S. P. Co., Berkeley Branch Crossing											
1.0	79.2										
OAKLAND		DP	7.30 AM	9.20 AM	9.50 AM	1.15 PM	2.40 PM	4.00 PM	5.30 PM	8.00 PM	11.50 PM
10.9			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(28.4)	(20.4)	(21.8)	(21.8)	(21.8)	(32.7)	(28.4)	(29.7)	(28.4)

LATON & WESTERN RAILWAY

WESTWARD First Class	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Laton	Ruling Grade Ascending	TIME TABLE NO. 37 August 15, 1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD First Class
99								96
MIXED								MIXED
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
PM 3.30	83	Y	0		**LATON**		DP	AM 7.35
				0	1.9	15.1		
			1.9		S. P. Goshen Branch Crossing			
				15.8	3.6	29.4		
f 3.42	11		5.5		CLINT			f 7.18
				15.8	2.2	0		
					H. & S. L. R. R. Crossing			
f 3.47	19		7.7		CORNWELL			f 7.13
				26.4	1.9	0		
f 3.52	11		9.6		GEPFORD			f 7.08
				0	2.1	8.6		
f 3.57	0		11.7		ROY			f 7.03
				0	3.5	8.6		
f 4.05	20		15.2		SHILLING			f 6.55
				0	2.2	8.6		
4.15 PM	26	Y FW	17.4		**LANARE**		DP	6.50 AM
Arrive Daily Ex. Sunday					(17.4)			Leave Daily Ex. Sunday
(23.2)					Average speed per hour			(23.2)

SUNSET RAILWAY COMPANY

EMPLOYES' TIME TABLE No. 37

IN EFFECT SUNDAY, AUGUST 15, 1915, AT 12:01 A. M., PACIFIC STANDARD TIME

Superseding Time Table No. 36, Dated February 7, 1915, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only

WESTWARD First Class 153 PASSENGER Leave Daily	Capacity of Sidings No. Cars	Fuel, Water, Turn Tables and Wyes	Distance from Pentland Miles	Ruling Grade Ascending	TIME TABLE NO. 37 August 15, 1915 STATIONS	Ruling Grade Ascending.	Telegraph and Telephone Offices	EASTWARD First Class 152 PASSENGER Arrive Daily
PM 3.20	44	Y	17.0		**SHALE**			PM 12.30
				26.4	1.8	31.7		
f 3.24	YARD		15.2		VERNETTE			f 12.23
				0	0.6	80.8		
s 3.26	YARD		14.6		FELLOWS		DP	s 12.21
				20.1	2.0	82.4		
f 3.30	50		12.6		MIDOIL			f 12.12
				21.1	3.9	85.5		
s 3.39 3.44	YARD		8.7		**TAFT**		DP	PM 11.59 s 11.50
				0	4.5	85.5		
f 3.53			4.2		SIGNA			f 11.35
				21.1	2.1	23.8		
f 3.57			2.1		KERTO			f 11.29
				31.7	2.1	30.2		
4.02 PM	66	Y	0		**PENTLAND**			11.23 AM
Arrive Daily					17.0			Leave Daily
(27.5)					Average speed per hour			(17.7)

WESTWARD First Class 53 PASSENGER Leave Daily	 55 PASSENGER Leave Daily	Capacity of Sidings No. Cars	Fuel, Water, Turn Tables and Wyes	Distance from Gosford Miles	Ruling Grade Ascending	TIME TABLE NO. 37 August 15, 1915 STATIONS	Ruling Grade Ascending.	Telegraph and Telephone Offices	EASTWARD First Class 52 PASSENGER Arrive Daily	 58 PASSENGER Arrive Daily
PM 4.20	AM 11.12	YARD		31.9		**MARICOPA**		DP	AM 11.08	PM 4.15
					0	1.8	84.5			
f 4.24	f 11.16	71	Y	30.1		HAZELTON			f 11.04	f 4.10
					0	2.7	85.5			
s 4.32	s 11.22 AM	66	Y	27.4		**PENTLAND**			s 10.59	4.03 PM
					0	5.7	68.6			
f 4.44		9		21.7		SAN EMIDIO			f 10.49	
					0	0.7	50.2			
4.45		66		21.0		KYAN			10.47	
					0	6.7	37.0			
s 5.01		71	W	14.3		MILLUX			s 10.34	
					5.3	4.7	5.3			
s 5.12		92		9.6		CONNER			s 10.22	
					13.2	4.9	0			
f 5.22		67		4.7		ARTWELL			f 10.14	
					10.6	1.7	0			
f 5.26		8		3.0		BANNISTER			f 10.10	
					10.6	3.0				
5.32 PM		100	Y	0		**GOSFORD**		DP	10.05 AM	
					26.4	9.0	0			
5.52		YARD				KERN JUNCTION		P	9.38	
					0	0.8	15.3			
		0				KERN				
					0	1.7	15.8			
6.02 PM		YARD	FW T	0		BAKERSFIELD		P	9.30 AM	
Arrive Daily	Arrive Daily					43.4			Leave Daily	Leave Daily
(25.5)	(27.0)					Average speed per hour			(26.5)	(22.5)

SIDINGS AND SPURS

	Distance from Bakersfield	Car Capacity
Bronco Oil Company	40.0	6
Anaconda	42.8	6
Snooks	42.9	11
New Center Oil Co.	43.1	16
Fulton Oil Co.	43.2	70
National Supply Co.	43.3	11

	Distance from Pentland	Car Capacity
Welco	2.6	9
Lio	2.8	10
Winoil	3.4	34
Copen	3.7	9
E. E. Jones	5.1	12
Lowry	7.8	51
Kelsey	9.4	8
Equitable Pet. Co	9.7	8
Sonben	10.0	16
Milso	10.3	15
Noal	12.0	9
Chanslor Canfield-Midway Oil Co.	12.2	28
Walren	13.2	7
K. T. & O.	14.0	70

SPECIAL RULES

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Special rules of The Atchison, Topeka and Santa Fe Railway Company Valley Division timetable are applicable to Sunset Railway Company.

3. For movement of trains between Gosford and Kern Junction see Southern Pacific Company's timetable. For movement of trains between Kern Junction and Bakersfield see A. T. & S. F. Ry. Co.'s Valley Division timetable.

4. Rule 93: Yard limit boards are located at Gosford, Pentland and Taft.

5. a. SPEED LIMITATIONS

	Passenger Train	Freight	Train with large loaded oil cars
	Miles per Hour		
Between Gosford and Conner	50	30	25
Conner and Maricopa	40	25	20
Pentland and Shale	40	25	20

b. Between East Switch Long Siding Taft and derailer in main track West of Taft, passenger trains will not exceed speed of 15 miles per hour and freight trains 10 miles per hour.

6. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track, except that No. 58 may leave it in position for Maricopa line until arrival of No. 53.

7. There is a spring derailer in main track 900 feet West of West switch at Taft.

8. Nos. 152 and 153 will stop on flag at Winoil to receive or discharge passengers.

9. Rule 1-B: Standard clock at Taft.

10. No train will leave Maricopa without receiving clearance card (Form 902).

A. G. WELLS,
General Manager, Los Angeles, Cal.

J. W. WALKER,
Superintendent, Fresno, Cal.

J. D. McCULLY,
Trainmaster, Bakersfield, Cal.

I. L. HIBBARD,
General Superintendent, Los Angeles, Cal.

Special Rules—Continued from Page 3.

43. Tunnels 1 and 2 and Alhambra Viaduct between Vine Hill and Glen Frazer are protected by automatic signals of lower quadrant type.

Pinole Tunnel, No. 4, and **Richmond Tunnel, No. 5—** are protected by automatic signals of the upper quadrant type.

Indicators are attached to all switches within the limits of these signals and give same indications as the high signals.

RAILROAD CROSSINGS AT GRADE.

44. Western Pacific Ry., Hunter St., Stockton; home signals.

S. P. Co., main line and Western Pacific Ry., Sacramento street, Stockton; home and distant signals—interlocking.

SPEED LIMITATIONS.

45. 8 miles per hour, through city limits of Stockton, and Antioch.

15 miles per hour, all westward trains heading in at double track junction, east end Richmond Yard, while any portion of the train is on the turnout.
All trains through city limits of Pittsburg.

20 miles per hour, all trains crossing Alhambra viaduct.
All trains over San Joaquin drawbridge B-1124.
All trains over Middle River and Orwood draw bridges Nos. A-1135 and A-1137.

30 miles per hour, all freight trains in either direction between Maltby and Pinole.

45 miles per hour, all passenger trains between Maltby and Pinole.
All passenger trains between Holt and Werner.

VISALIA DISTRICT

SPEED LIMITATIONS.

46. 8 miles per hour through city limits of Tulare.
6 miles per hour through city limits of Visalia.

RAILROAD CROSSINGS AT GRADE.

47. S. P. Co., main line, Tulare; interlocking—home signals.

S. P. Co., Visalia Branch, Visalia; no interlocking.

S. P. Co., Porterville Branch, 1.9 miles west from Peral; no interlocking.

S. P. Co., Porterville Branch, 0.1 miles east from Lac Jac; no interlocking. (See Rules 98-A, 98-B, 98-C.)

48. Nos. 20, 24 and 32 arriving at Corcoran will turn on wye and back to station.

OAKLAND DISTRICT

49. Number 321 is superior to number 312.
Number 319 is superior to number 322.
Number 341 is superior to number 332.
Number 331 is superior to number 314.
Number 315 is superior to number 308.
Number 317 is superior to number 316.
Number 309 is superior to number 342.
Number 305 is superior to number 302.
Number 303 is superior to number 304.

50. No train will exceed a speed of 22 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, Oakland, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

RAILROAD CROSSINGS AT GRADE.

51. S. P. Co., Berkeley Branch, 1.9 miles west from Berkeley; interlocking—home signals.

S. P. Co., Electric Crossing 0.8 miles west Schindler; interlocking—Distant and home signals.

52. Nos. 308, 332 and 314 arriving at Richmond will head through the west leg of wye onto eastward main track to Richmond Avenue; after station stop will back to Richmond. All trains, switch and light engines, using the eastward main track between Richmond Avenue and Richmond must move under control, and responsibility for accident will rest with them.

LATON and WESTERN RAILWAY

RAILROAD CROSSINGS AT GRADE.

53. S. P. Co., Goshen Branch, 1.8 miles west from Laton; no interlocking.

H. & S. L. R. R., Cornwell, 7.6 miles west from Laton; no interlocking. (See Rules 98-A, 98-B, 98-C.)

Lindsay District

RAILROAD CROSSINGS AT GRADE

54. Visalia Electric Railway 0.1 mile west from Redbanks. No interlocking. One of the crew must precede the train, and give signal from the crossing if safe to proceed.

Visalia electric Railway 0.3 mile from Exeter. No interlocking. One of the crew must precede the train, and give signal from the crossing if safe to proceed.

55. Normal position of switches at Wyeth will give an unbroken rail for the Lindsay District.

56. No. 81 is superior to No. 84.
No. 87 is superior to No. 88.

WAHTOKE DISTRICT

57. Normal position of switches at Minkler will give an unbroken rail for Wahtoke District.

58. No. 93 is superior to No. 94.

Sidings, Spurs and Flag Stops not shown on face of Time Table.

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Palmo	910.4	4	East	Freight
Petro	920.0	8	West	Freight
Alpaugh	941.8	Branch	East	Freight
Spa	938.5	18	West	12, 2, 21, 5 & freight
Clinker	966.1	2	West	Freight
SECOND DISTRICT	Miles from Albuquerque			
Knoblock	1008.9	11	East	31 & freight
Solo	1017.0	6	East	Freight
VISALIA DISTRICT	Miles from Corcoran			
Imhoff	16.0	10	West	Freight
Loma	20.3	50	West	Freight
Pasuco	23.6	83	East	Freight
Giffen	43.9	3	East	Freight
Mattei	65.1	166	West	Freight
THIRD DISTRICT	Miles from Albuquerque			
Huntley	1098.0	0	None	12, 32, 31, 5
Harrold	1099.5	5	West	12, 32, 31, 5 & freights
Quito	1132.2	19	East & West	12, 32, 41 & Freight
Werner	1139.0	20	Siding	21,41,31,5,12,32,42
Hooper	1153.6	0	None	12, 32, 41, 5
Nichols	1161.2	18	East	12,32,42,41,31,5,21
Pacheco	1167.3	6	West	Freight
OAKLAND DISTRICT	Miles from Richmond			
Dwight	4.8	9	East & West	Freight
Peoco	7.7	5	East	Freight
Bruce	7.8	6	West	Freight
Alcatraz	9.4	12	East & West	Freight
Opaco	10.0	8	West	Freight
Redo	10.1	12	West	Freight

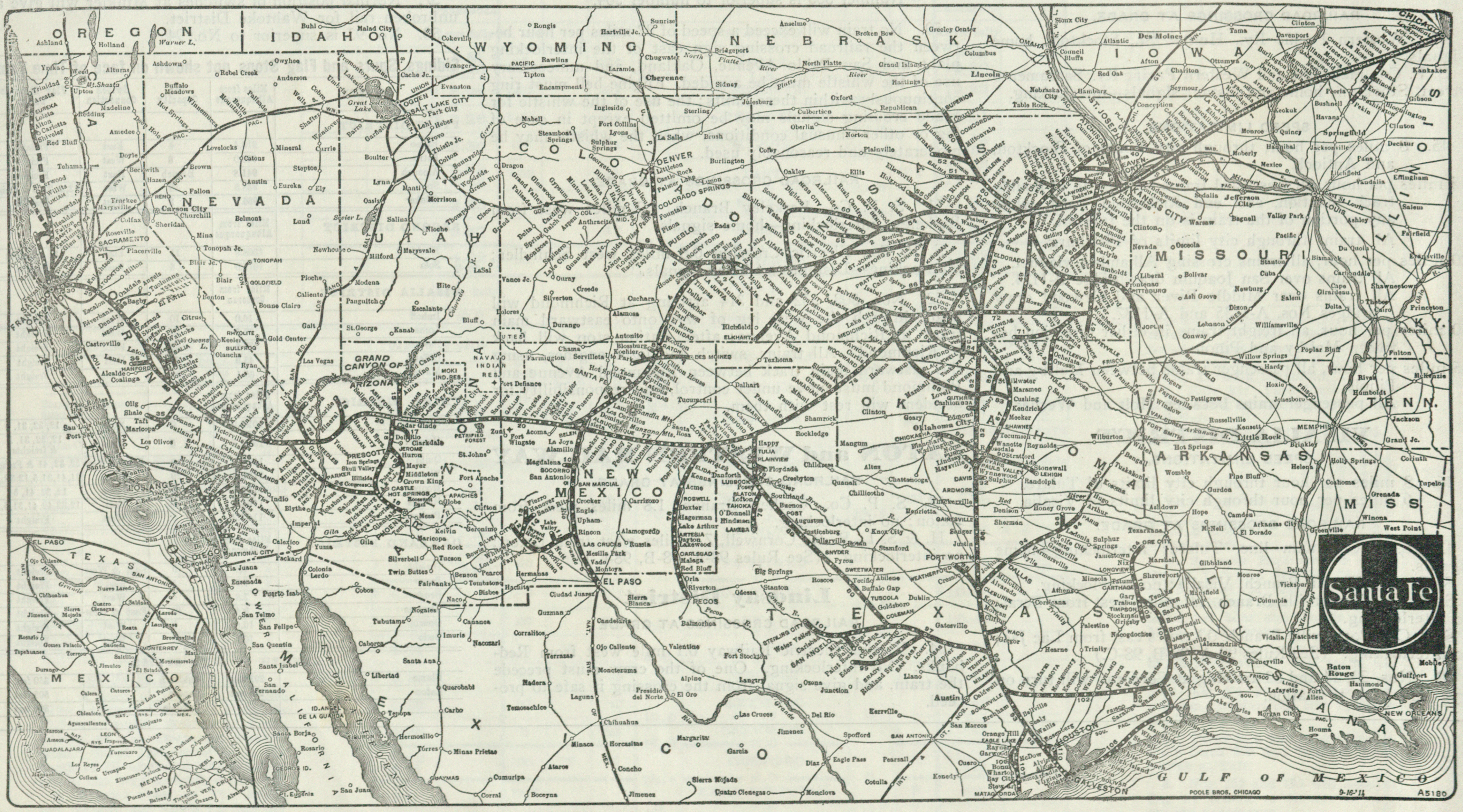
LENGTH OF WYE STEMS.

Blume	292 feet	Oakland		350 feet
Laton	260 feet	Lanare		505 feet
		Oakdale		300 feet

SANTA FE SAFETY FIRST

"Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition."

(See General Rules E and F, Book of Rules.)


OREGON
IDAHO
WYOMING
NEBRASKA
IOWA
ILLINOIS
NEVADA
UTAH
COLORADO
KANSAS
MISSOURI
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
ARKANSAS
TENN.
KY.
MISS
TEXAS
LOUISIANA
MEXICO
GULF OF MEXICO
Santa Fe
POOLE BROS. CHICAGO
9-16-'11
A5180
Santa Fe, Through Lines
Lines Under Construction
Double Track

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES AND SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles.

VALLEY DIVISION

DR. A. W. MORTON, Butler Bldg.....San Francisco
DR. A. S. MORTON, Asst. Surgeon..San Francisco
DR. A. SCHLOSS..................San Francisco
DR. A. MILES TAYLOR, Consulting Surgeon, San Francisco
DR. A. HUNTINGTON, Consulting Surgeon, San Francisco
DR. A. J. REMMEL, Consulting Surgeon, San Francisco
DR. C. L. ABBOTT......................Richmond
DR. U. S. ABBOTT......................Richmond

DR. EDWIN MERRITHEW...............Martinez
DR. W. S. GEORGE.....................Antioch
DR. L. B. JOHNSON....................Stockton
DR. J. D. DAMERON, Consulting Surgeon..Stockton
DR. B. F. WALKER, (Oculist)...........Stockton
DR. W. C. KOEBIG.....................Riverbank
DR. H. D. SKINNER....................Hughson
DR. A. H. SWEENEY.....................Fresno
DR. C. H. AIKEN.......................Fresno

DR. J. R. WALKER, (Oculist)..............Fresno
DR. W. E. LILLEY.........................Merced
DR. A. D. McLEAN.........................Exeter
DR. E. C. FOSTER.......................Hanford
DR. THOMAS PEERY....................Corcoran
DR. J. B. HAMILTON (Orosi) ....Cutler, Cal.
DR. N. N. BROWN....................Bakersfield
DR. N. J. BROWN....................Bakersfield
DR. F. A. HAMLIN (Oculist)...........Bakersfield
DR. [illegible], Consulting Surgeon..Bakersfield

DR. E. S. FOGG.................................Wasco
DR. J. B. ROSSON..............................Tulare
DR. T. O. McSWAIN............................Visalia
DR. G. A. HAWKINS.........................Reedley
DR. E. G. SIMON..............................Oakland
DR. H. D. BELL, Consulting Surgeon......Oakland
DR. J. A. YOUNG..............................Oakdale
DR. J. WALTER KEY................................Taft
DR. P. E. PAGE...............................Maricopa
DR. J. HEULER..................................Fellows